

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	2 July 2020
Title:	Project Appraisal: A33/South Drive Junction Improvement Sherfield on Loddon
Report From:	Director of Economy, Transport and Environment

Contact name: James Laver

Tel: 01962 832279

Email: James.Laver@hants.gov.uk

Purpose of this Report

1. The purpose of this report is to provide details of the A33/South Drive Junction improvement scheme and seek approval to progress with the necessary procurement, spending, and contractual arrangements to deliver the works.

Recommendations

2. That the Executive Member for Economy, Transport and Environment approve the Project Appraisal for the A33/South Drive Junction Improvement scheme in Sherfield on Loddon, as outlined in the supporting report.
3. That approval be given to procure, spend and enter into necessary contractual arrangements, in consultation with the Head of Legal Services, to implement the proposed improvements on the A33 at the junction with South Drive, as set out in the supporting report, at an estimated cost of £397,000 to be funded from Section 106 developer contributions.
4. That the Executive Member for Economy, Transport & Environment approves the increase in the scheme's capital programme value from £328,000 to £397,000.
5. That authority to make the arrangements to implement the scheme, including minor variations to the design or contract, be delegated to the Director of Economy, Transport and Environment.

Executive Summary

6. With anticipated increases in traffic using the A33 corridor, particularly due to significant current and future housing development in the area, congestion

issues on the route have been expected to increase. In response to this, the County Council has recently delivered significant capacity improvement schemes at a number of junctions on the A33 to the north of Basingstoke.

7. The proposed scheme at the A33/South Drive junction will address one of the remaining bottlenecks on the corridor, thereby resolving the localised congestion issue, but also reducing congestion and journey times along the A33 corridor. This will add value to the significant investment made at the other key junctions to the south. This report sets out the background to the project.

Contextual Information

8. The A33 is a busy route linking Basingstoke and Reading. With significant development taking place in both of these towns and in particular along the A33 corridor, traffic volumes using the route have increased, as has congestion and journey time unreliability. To mitigate this, the County Council has recently delivered the 'A33 junction capacity improvements package' (at five congested junctions to the north of Basingstoke), the last of which was completed in 2019. Furthermore, there have been works carried out recently by Hampshire County Council to ensure long term road resilience; in October 2019 Hampshire Highways undertook a large carriageway resurfacing maintenance scheme along the A33, between the Thornhill Way traffic signal junction and Turgis Green. The £1.5million project lasted around 5 weeks, with all works undertaken at night and the road re-opened to traffic each morning. Over this duration contractors laid 6600 tonnes of new asphalt, as well as carrying out significant drainage improvements.
9. The final stage of the work to deliver capacity improvements and the strategic maintenance project is to deliver a junction improvement at the A33 junction with South Drive (the access to Sherfield School). This junction currently limits capacity due to a lack of a dedicated right-turn facility, which contributes to peak-time congestion on the A33 to the north of Basingstoke. During the AM peak, the A33 operates close to capacity, therefore delays at junctions along the corridor can have a significant impact on the efficiency of the route.
10. The proposed scheme will provide a right-turn lane at the A33 junction with South Drive to reduce the queuing and delays that right turning vehicles generate on the northbound A33. This will improve the flow of A33 northbound traffic under current and forecast levels of future traffic. The scheme will widen the existing road around the junction to provide the extra space for the right turn lane. It will also deliver drainage improvements, along with resurfacing of the existing road surface around the junction.
11. A general arrangement drawing of the proposed scheme is included in the Appendix 1.

Finance

12. The Covid-19 virus brought a temporary halt to many of the County Council's construction projects. While work has largely now been able to re-start, there is a financial impact to working in accordance with 'Covid-secure' guidance on site. The costings set out below include the impact of working in accordance with 'covid safe' working practices, which has had an exceptional impact on this particular scheme.
13. For schemes of more than £0.5million in value, if tenders/quotations exceed the approved amount by more than 10% then Financial Regulations require that further Executive Member approval is sought.

14.	<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
	Design Fee	35	9	S106 Developer Contributions	397
	Client Fee	12	3		
	Supervision	0	0		
	Construction	350	88		
	Land	0	0		
	Total	<u>397</u>	<u>100</u>	Total	<u>397</u>

Note: Supervision is included within design fee.

15.	<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	3.0	0.003%
	Capital Charge	38.0	0.024%

Programme

16.

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	July/Aug 2020	Aug/Sept 2020	October 2020	October 2021

Scheme Details

17. The proposed scheme will deliver a widening of the A33 to provide a dedicated right-turn lane into South Drive. The widening of the carriageway will be achieved through realignment of the west-side kerb-line into the adjacent highway verge area. This will also involve modification and relocation of the existing footway, drainage system, utilities infrastructure

and drainage ditch. Following the widening, 45mm deep full-width resurfacing is to be carried out along the length of the junction.

18. The northbound bus stop within the site has a dedicated layby, which is at present substandard. The widening scheme will provide a new compliant layby. Bus stops will be suspended as required during the construction period. This has been agreed with Hampshire County Council Passenger Transport team.
19. The widening of the carriageway will require the removal of some highway trees in the verge area to the west of the A33, this is being progressed with guidance and supervision from Hampshire County Council Ecology team. The scheme will include new tree planting as mitigation for those lost; 23 native trees will be planted in locations to fit with existing mature trees. The replanting scheme has been designed by HCC Arboriculture team.
20. The duration of the construction works is expected to be 10 weeks. Efforts will be made to minimise the impact of the scheme on A33 traffic, with much work completed under minimal traffic management, with off-peak traffic signals where required. Up to 5 nights of road closures will be required to complete surfacing operations.

Departures from Standards

21. None applicable.

Consultation and Equalities

22. Councillor Rhydian Vaughan, the local Hampshire County Council Member has confirmed his support for the scheme.
23. A site meeting was held in July 2019 where Councillor Vaughan, a local Borough Councillor and the Headteacher of Sherfield School were briefed on the proposals. Discussion was also had during this meeting regarding the alternative proposal to reverse the one-way system through Sherfield School. Following this discussion, it was agreed that this option would not be progressed.
24. The headteacher of Sherfield School has been provided with details of the final design for the scheme and has raised no objections. As the project enters the delivery phase, liaison with Sherfield School will continue to ensure that the impact of the works on access to the school is minimised.
25. The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the journey time reliability and road safety of all users. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.

Statutory Procedures

26. Temporary Traffic Regulation Orders for carriageway closures and temporary traffic signals applications for the construction works will be required. These will be valid prior to commencement of works.
27. Ordinary Watercourse Consent has been obtained for the realignment, culverting and installation of new gully outfalls to the existing drainage ditch. The consent came into effect on 22 January 2020.

Land Requirements

28. The works are located fully within the boundary of the existing public highway, therefore there are no further land concerns relevant to the scheme.

Maintenance Implications

29. The detailed design of the scheme has been commissioned by Hampshire Highways for delivery alongside the wider planned maintenance work taking place on the A33, therefore maintenance and the future requirements of the Highway Authority has been considered fully during scheme development. The Economy, Transport and Environment department's Asset Management team has been consulted on the proposals and has agreed to the standard of highway materials being used. The proposed scheme will have a minor impact on the maintenance budget in future years, this is expected to be approximately £3,000 per annum.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
 -
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures

- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school
- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

REQUIRED CORPORATE AND LEGAL INFORMATION:

Links to the Strategic Plan

Hampshire maintains strong and sustainable economic growth and prosperity:	Yes
People in Hampshire live safe, healthy and independent lives:	No
People in Hampshire enjoy a rich and diverse environment:	No
People in Hampshire enjoy being part of strong, inclusive communities:	No

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

Document

Location

None

EQUALITIES IMPACT ASSESSMENT:

1. Equality Duty

The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited by or under the Act with regard to the protected characteristics as set out in section 4 of the Act (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation);
- Advance equality of opportunity between persons who share a relevant protected characteristic within section 149(7) of the Act (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic within section 149(7) of the Act (see above) and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- The need to remove or minimise disadvantages suffered by persons sharing a relevant protected characteristic that are connected to that characteristic;
- Take steps to meet the needs of persons sharing a relevant protected characteristic that are different from the needs of persons who do not share it;
- Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

2. Equalities Impact Assessment:

The proposals have undergone an equalities impact assessment and it is considered that the scheme will have a positive impact on the journey time reliability and road safety of all users. No additional impacts have been identified for people with protected characteristics, so the scheme has been assessed as having a neutral impact.